

The China Mail.

Established February, 1845.

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HONGKONG, MONDAY, OCTOBER 10, 1881.

日八十月八年己辛

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE BREWER & Co., 30, Cornhill. GORDON & GORCH, Ludgate Circus, E.C. BATES HENDY & Co., 57, Wallbrook, E.C. SAMPSON, BARCLAY & Co., 150 & 154, Leadenhall Street.

PARIS.—AND. EUROPE.—GALLIER & FRONCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TARMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO.—American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. O. HENNINGSEN & Co., Manila.

CHINA.—Macao, Messrs A. DE MELLO & Co., Sionton, Campbell & Co., Amoy, Wilson, Nicolson & Co., Foochow, HEDON & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,900,000 Dollars.

COURT OF DIRECTORS.
Chairman—A. MOYER, Esq.
Deputy Chairman—H. L. DALRYMPLE, Esq.
Hon. E. R. BELL, Esq.
Hon. F. C. JOHNSON, Esq.
H. DE C. FORBES, Esq.
F. D. SAMPSON, Esq.
H. HOFFMANN, Esq.
W. S. YOUNG, Esq.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, E. WEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, April 16, 1881.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £800,000.

HEAD OFFICE—14, RUE DES BÈRES, PARIS.

AGENCIES AND BRANCHES at:
LONDON, BOULON, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, CALCUTTA, SHANGHAI, HANKOW, NANTES, SEASOAL, FOOCOW, MANILA, MELBOURNE, AND SYDNEY.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.
Messrs C. J. HAMBERG & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. SCHWEDLIN,
Agent, Hongkong.
Hongkong, April 12, 1881.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3% per Annum.
" 6 " " 4 " " "
" 12 " " 5 " " "

Current Accounts kept on Terms which may be learnt on application.
GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.
POLICIES GRANTED at current rates on MARINE RISKS to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to the Shareholders, whether Shareholders or not, in proportion to the net amount of Premiums received by each, the remaining third being retained in Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, April 9, 1881.

Notices of Firms.

NOTICE.
MR. F. D. BUSH is hereby authorized to sign our Firm per Procuration.
RUSSELL & Co.
China, September 22, 1881. no22

NOTICE.
I HAVE THIS DAY ESTABLISHED myself as MERCHANT and GENERAL COMMISSION AGENT, under the Style of HERBERT DENT & Co.
HERBERT F. DENT.
Canton, September 1, 1881. del

NOTICE.
THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS, Messrs KYNOCHE & Co., of WITTON, near BIRMINGHAM.
MEYER & Co.
Hongkong, August 13, 1881. 13au82

For Sale.

EX LATE ARRIVALS.
LADIES' DRESSES, complete but unmade.
LADIES' COSTUMES, ready-made.
Various Kinds of MATERIALS for LADIES' DRESSES.
An Assortment of FLOWERS for BONNETS and HATS.
BLACK and BROWN VELVETEENS.
N. M. KHAMISA,
Peei Street.
Hongkong, October 6, 1881.

FOR SALE.
GOOD Clean COKE, \$11 per Ton.
COAL TAR.
HOY ACHIEW,
No. 217, Praya, West Point.
Hongkong, September 30, 1881. oc30

FOR SALE.
JULES MUMM & Co.'s CHAMPAGNE.
Quarts, at \$16 per 1 doz. Case.
Pints, at \$17 per 2 doz. "
GIBB, LIVINGSTON & Co.
Hongkong, February 2, 1880.

FOR SALE.
ABOUT 3,000 Rb. MILLER & RICHARD'S Extra-hard Metal BOURGEOIS TYPE, No. 19, (somewhat worn but in fairly good condition).
Apply to OFFICE of this PAPER.
Hongkong, July 22, 1881.

Tenth Volume of the "CHINA REVIEW."
Now Ready.
No. 1.—Vol. X.
—OF THE—
"CHINA REVIEW"
CONTAINS—
The Foreign Trade of China during 1880.
Short Journeys in Szechuan.
The Double Nail Murders.
The "Yin-Fu" Classic; or, Clue to the Unseen.
Notices of New Books and Literary Intelligence.
Notes and Queries.
The Chien of Cheng.
Lions and Bears; a Strange Story.
The Levirate in China.
A Chinese Aristocrat.
The Primitive Codification of Chinese Law.
A Clipping from the Tao Chuan.
Horsewearing.
Human Sacrifices.
Insect-Wax.
A Chinese Febrifuge (地黃).
The Japanese make a raid on Che Kiang.
Bengal Killin.
Giraffes and Zebras sent as Tribute.
An Imperial Settlement of the Term Question.
Cottages.
A Tale of the Ming Dynasty.
A Fantastic Trick.
The Chunch'un.
The Kung Sheng.
地田.
Chinese Quips.
The Ancient Chess.
Mandarin and Bannermen exempted from the heavy Bamboo and the Cangue.
A Coincidence.
The Rules of the Service.
The Six Boards at Peking and Nanking.
A Point in Precedence.
China's Sorrow.
A Slip of the Cup.
Alegories at Canton and Foochow.
The Persian and Chinese Drama.
Errata.
Books Wanted, Exchanges, &c.
Hongkong, September 28, 1881.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.
CAPITAL £1,000,000 (One Million Sterling).
Unlimited Liability of Shareholders.
THE Undersigned having been appointed Agents for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.
GEO. R. STEVENS & Co.
Hongkong, July 1, 1881.

For Sale.

LANE, CRAWFORD & Co.
HAVE RECEIVED THE FOLLOWING NEW GOODS:—FRESH HOUSEHOLD STORES and GROCERIES from GROSS & BLACKWELL, and J. MOIR & SONS. HUNTLEY & PALMER'S BISCUITS and AMERICAN CRACKNELLS. FRENCH JAM and ISONY BUTTER; AMERICAN CORNSTARCH and CORNMEAL; TINNED FRUITS, FISH, HONEY, &c.

WINE, SPIRITS, &c.
CLARETS—Mecox (our own Bottling, \$3.50 per dozen), St. EMILION, HAUT TALENCE, &c.
SAMPSON'S SHERRIES.
CHAMPAGNES—KONSTANTIN, RUINART.
PORTS—HUNT'S, and OUR OWN "R." LIQUEURS—CHATELAIN, MARASCHINO, NOYAU, and CURACAO.
WHISKIES—BELLON, LADES, KINAHAM'S L.L., CANTER GRAND, and S.B.H. BRANDIES—COGNAC, and EXHAW'S, HENNESSY'S, &c.
BASS' ALE and GUINNESS' STOUT.

TAILORING, SHIRTMAKING, AND OUTFITTING DEPARTMENT.
New MATERIALS for the coming season. CRICKETING and BOATING SHIRTS. NEW HOSIERY, SOAKERS, TIES, &c.
NEWS AGENCY—Price List of Papers and Magazines for next year sent on application.

SEEDS—Sutton's and AMERICAN VEGETABLE and FLOWER and LAWN GRASS SEEDS. LISTA NEW ZEALAND.
A Stock of LOWMOOR & STAFFORDSHIRE BOILER-PLATES, ANGLES and RIVETS, always on hand.
Hongkong, October 4, 1881.

To Let.

TO LET.
NO. 2, OLD BAILEY STREET.
And, No. 6, PEARL HILL.
Also, No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, July 18, 1881.

GODOWNS-TO LET.
PRAYA EAST and WANGHAI ROAD.
For Particulars, apply to
SIEMSEN & Co.
Hongkong, January 21, 1881.

Intimations.

NOTICE.
IT is hereby notified that no Accounts or Bills contracted on account of S. S. HUNGARIAN will be recognized unless countersigned by Captain W. M. ALBION.
ARNHOLD, KARBURG & Co.,
Agents of S. S. HUNGARIAN.
Hongkong, September 30, 1881.

NOTICE.
WINDSOR HOUSE,
Nos. 18 and 19, BUND, YOKOHAMA.
THE above well-furnished HOTEL commands a fine view of the Harbour and Shipping; and the building is surrounded by a large Verandah, which makes this resort the coolest Hotel in the East.
Charges—From \$2.50 to \$4 per day.
Porter to land and ship baggage.
SMITH, SWIFT & Co.
Yokohama, Japan, Sept. 1881.

THE SAFEST AND ONLY RELIABLE PREPARATION OF PHOSPHORUS.
DR. BRIGHT'S PHOSPHODYNE.
Best known remedy for Nervousness, Indigestion, Liver Complaints, and all functional derangements; extensively used in the Army and Navy, and highly recommended by the Medical Faculty.
DR. BRIGHT'S PHOSPHODYNE.—Only reliable Remedy for Weak and Shattered Constitutions, Nervous Debility, Depression, Lassitude, Impoverished Blood, premature Decline; thoroughly re-establishes general bodily health.
DR. BRIGHT'S PHOSPHODYNE.—Prepared on a new principle whereby all possible risk is entirely prevented. Avoid Phosphorus Pills, Lozenges, &c., as they frequently contain Solid Particles of Phosphorus, which accumulate in the system, producing Necrosis and other serious evils.
DR. BRIGHT'S PHOSPHODYNE.—Beware of worthless Imitations. Being prepared from Unalloyed Phosphorus they are absolutely reliable and in some cases positively dangerous.
DR. BRIGHT'S PHOSPHODYNE.—Sold by all Chemists throughout the globe.
Refuse Useless Substitutes.
Agents:—WATSON & Co., Hongkong Dispensary, WATSON, CLAY & Co., Shanghai Dispensary, 21my81

ENTERICON.
ENTERICON gives Immediate Relief to Indigestion, Loss of Spirit, Wind in the Stomach, Giddiness, Palpitation of the Heart, &c.
ENTERICON gives Speedy Relief and a Permanent Cure in Nervous Debility, Spasmodic, Wasting Diseases.
ENTERICON is the only Thorough Remedy for Liver Complaints, Poolsness of Blood, Loss of Appetite, Want of Vitality, Mental Depression, &c.
ENTERICON is warranted not to contain in any form, Mercury, Opium, Ether, Arsenic, Strichnine, or any deleterious Drug whatever.
Sold by all Wholesale and Retail Drug Dealers throughout the Civilized World.
Sold in China by—
WATSON & Co., Hongkong Dispensary, WATSON, CLAY & Co., Shanghai Dispensary, 21my81

Intimations.

ST. ANDREW'S DAY.
SCOTCHMEN, resident in the Colony, are invited to MEET in the CITY HALL, on THURSDAY EVENING NEXT, the 13th Instant, at 6 o'clock, for the purpose of deciding upon the manner in which the forthcoming National Festival shall be celebrated.
Hongkong, October 7, 1881. oc13

SEALED TENDERS will be Received by the Undersigned on or before MONDAY, the 14th Instant, at Noon, for the BUILDING of a TORPEDO MOORING STEAMER and a WOODEN TORPEDO LIGHTER (including Machinery), according to Specifications and Conditions which can be seen on Application to the NAVAL STOREKEEPER'S Office.
The Naval Storekeeper reserves to himself the right to reject the lowest or any Tender.
E. B. JORNEY,
Naval Storekeeper.
H. M.'s Naval Yard,
Hongkong, October 3, 1881. oc24

DENTAL NOTICE.
DR. ROGERS has returned to Hongkong, and he will now remain here permanently.
Hongkong, July 21, 1881.

THE "FAR EAST."
THE ISSUES OF 1878 WANTED.
Apply at this Office.
Hongkong, October 4, 1880.

A. H. YON & Co.,
SHIPS COMPRADORE,
STEVEDORE,
BALLASTERS and WATER SUPPLIES,
Hongkong and Whampoa, of the same Proprietors.
Keep on hand and for Sale, well assorted Oilman's Stores and Coal of all kinds.
Shipping supplied at the shortest notice with all kinds of Ballast and fresh Provisions of moderate charges.
F. 30, WING HING STREET.
Hongkong, June 15, 1881. 1ja82

Insurances.

FORTUNA ALLGEMEINE VERSICHERUNGS ACTIEN GESELLSCHAFT OF BERLIN.
THE Undersigned having been appointed AGENTS of the above Company are prepared to grant POLICIES on MARINE RISKS to all parts of the World.
ARNHOLD, KARBURG & Co.
Hongkong, September 26, 1881. oc26

THAMES and MERSEY MARINE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.
THE Undersigned having been appointed AGENTS in HONGKONG and CHINA for the above Company are prepared to accept MARINE RISKS at Current Rates, allowing usual Discounts.
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 3, 1881. 3my82

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.
THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

Insurances.

PRUSSIAN NATIONAL INSURANCE COMPANY, OF STETTIN.
THE Undersigned having been appointed AGENTS for the above Company, are prepared to Grant Insurances against FIRE at Current Rates.
MEYER & Co.
Hongkong, May 10, 1881. 10my82

NOTICE.
QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE).
CAPITAL—TWO MILLIONS STERLING.
THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1887.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.
ESTABLISHED 1824.
Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 "
Reserve Fund upwards of £ 120,000 "
Annual Income £ 250,000 "

THE Undersigned have been appointed AGENTS for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

NOTICES TO CONSIGNEES.
NOTICE TO CONSIGNEES.
GERMAN BARQUE "PHENIX," FROM HAMBURG.
CONSIGNEES of Cargo by the above named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, October 7, 1881.

NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO AND YOKOHAMA.
THE Steamship City of Peking, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
F. E. FOSTER,
General Agent.
Hongkong, October 5, 1881. oc12

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
Ex Iransudary.
M. B. 12, 1 case Silks, Order, from Marsoilles.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 3, 1881.

SHIRE LINE OF STEAMERS.
FROM LONDON, PENANG AND SINGAPORE.
THE Steamship Breconshire, WILLIAMS, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 7th October.
Cargo remaining undelivered after the 14th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co.
Hongkong, October 7, 1881. oc14

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.
THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

Notices to Consignees.

THE STEAMSHIP "JAPAN," Captain T. S. GARDNER, FROM CALCUTTA, PENANG AND SINGAPORE.
THE above Steamer having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding her discharge or remaining on board after the 10th Instant, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
Consignees are hereby informed that they will be required to sign the General Average Bond before taking delivery of their Goods.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, October 6, 1881. oc13

STEAMSHIP "SINDH," COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo per Steamship "Sindh," from London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium and Treasure—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 2 p.m. To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after Friday, the 14th Instant, at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 7, 1881. oc14

CASTLE LINE OF STEAMERS.
FROM LONDON, PENANG AND SINGAPORE.
THE S. S. "Fleur de Cade," THOMSON, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, including Cargo per California from New York—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned at Wanchai, whence delivery may be obtained.
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, unless notice to the contrary be given before 1 p.m. To-day.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 11th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by ADAMSON, BELL & Co.,
Agents.
Hongkong, October 5, 1881. oc12

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO AND YOKOHAMA.
THE Steamship City of Peking, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
F. E. FOSTER,
General Agent.
Hongkong, October 5, 1881. oc12

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
Ex Iransudary.
M. B. 12, 1 case Silks, Order, from Marsoilles.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 3, 1881.

SHIRE LINE OF STEAMERS.
FROM LONDON, PENANG AND SINGAPORE.
THE Steamship Breconshire, WILLIAMS, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 7th October.
Cargo remaining undelivered after the 14th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co.
Hongkong, October 7, 1881. oc14

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.
THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

THE LONDON ASSURANCE.
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THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—
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Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.
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THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here,

For Sale.

MacEwen, Frickel & Co.
HAVE RECEIVED FOR SALE,
The French Mail Steamer.

Finest MIGNON BUTTER.
NOLLY PRATT'S VERMOUTH.

See S. S. "Glencoe."
WHELEY & SON'S
BREECH-LOADING GUNS—
CENTRAL FIRE.

See S. S. "Ulysses."
Fine New Season's CUMSHAW TEA, in
5 and 10 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

See "Highlander."
AT WHOLESALE PRICES.
200 kegs Fine American FURNISHING
NAILS, Nos. 3 to 12.
25 " American SPIKES, 4 inches to
6 inches.
50 barrels Prime American MEAT PORK.
60 " Philadelphia Extra BEEF.
200 " Finest Strained ROSIN.
300 " City BUTTER.
150 cases SPIRITS of TURPENTINE.
100 barrels Dried APPLES.
50 cases FLORIDA WATER.
50 barrels American TAR.
15 " LAMP GLASS.
50 cases American CLOCKS.
COTTON DUCK, Canned BEEF, MUT-
TON, OYSTERS, LOBSTERS, CORN,
TOMATOES, Canned BEEF, Corned
MILK, Tomato CATSUP, HANDSAWES,
OAKUM, ASH OARS, MAPLE, ASH,
and White Pine PLANKS.

See "Abbie Currier."
Florence COOKING STOVES.
CORN BROOMS.
India Rubber KNEE BOOTS.
AGATE WARE, in every variety of Kit-
chen Utensils.
Charter Oak COOKING STOVES.
Spartan COOKING STOVES.
BOURBON WHISKY.

See Steamers via New Zealand.
DOUTLAS OFFICE CHAIRS.
Messrs GARDNER & Co.'s PERFORATED
VENEER.
Howe Revolving OFFICE CHAIRS.
High-back OFFICE CHAIRS.
Rocking FOLDING CHAIRS.
DINING-ROOM CHAIRS.
LADIES' ROCKING CHAIRS.

The above can be highly recommended for
office and domestic use, being admirably
adapted to this climate.

See "Glenduff."
CROUSE & BLACKWELL'S AND OTHER
HOUSEHOLD STORES.

TRYBURN'S DESSERT FRUITS.
SAVORY PATE.
GAME PATE.
PORK PATE.
OX PALATES.
HUNG (Hambo) BEEF.

HUNTLEY & PALMER'S BISCUITS.
FRUITS for Ices.
SHERBERT.
COCOATINA.
VAN HOUTEN'S COCOA.
ERB'S COCOA.
ROBINSON'S GHOAST
GELATINE.

Russian OX-TONGUES.
French PLUMS.
PATE DE FOIE GRAS.
SARDINES.
ANCHOVIES.

Breakfast BACON.
ASPARAGUS.
MACCARONI.
VERMICELLI.
SAUSAGES.
MEATS.
SOUPS, &c., &c.
COPYING PRESSES.

EX AMERICAN MAIL.
Eastern and Californian CHEESE.
Boneless CODFISH.
Prime HAMS and BACON.
Russian Caviare.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
Eggless OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Beau Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 24 lb cans.
Assorted Canned VEGETABLES.
" POTATO SAUSAGE and Sausage
MEAT.
" Stuffed PEPPERS.
" Assorted PICKLES.
" MINCEMEAT.
" COMB HONEY in Original Frames.
Richardson & Robbin's Celebrated Potted
MEATS.
Richardson & Robbin's Curried OYSTERS.
" Lunch TONGUE.
Assorted American SYRUPS, for Sum-
mer Drinks.
McCarty's Sugar LEMONADE.
Coca-Cola.
Coca-Cola Balls.
Green TURTLE in 24 lb cans.

CALIFORNIA
CRACKER
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.
BUCKWHEAT FLOUR.
RYE MEAL.

SPECIAL SELECTED
CIGARS.
WINE, SPIRITS, BEER AND
AERATED WATERS.

SHIPHANDLERS of every Description.
RIGGING and SAIL-MAKING promptly
executed.

Hongkong, September 24, 1881.

Mails.



STEAM TO YOKOHAMA VIA KOBE
AND INLAND SEA.

THE S. S. NIGATA MARU, Capt.
Wynn, will be despatched as above
on FRIDAY, the 14th October, at 4 p.m.
Cargo received on board and Parcels at
the Office up to 2 p.m. of 14th October.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.

Cabin Steerage.

To KOBE, Yokohama & Nagasaki, \$60 \$15

Shanghai via Yokohama, 120 40

Shanghai via Yokohama, 120 40

A Reduction is made on RETURN CABIN

PASSENGERS.

Cargo and Passengers for Nagasaki

will be transhipped to the Shanghai Mail

Steamer at Kobe.

For further Particulars, apply at the

Company's Office, PRIMA CENTRAL, West

Corner Pottinger Street.

H. J. H. TRIPP,

Agent.

Hongkong, October 4, 1881. oc14

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF

PEKING will be despatched for San

Francisco, via Yokohama, on SATURDAY,

the 15th October, 1881, at 3 p.m., taking

Passengers and Freight, for Japan, the

United States, and Europe.

Through Bills of Lading issued for trans-

shipment to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and

Inland Cities of the United States, via Over-

land Railways, to Havana, Trinidad, and

Danetara, and to ports in Mexico, Central

and South America, by the Company's and

connecting Steamers.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers.

On unpaid RETURN Passage Tickets a

Reduction of 25 % is made.

Freight will be received on board until 4

p.m. on the 14th Instant. Parcel Packages

will be received at the office until 5 p.m.,

same day; all Parcel Packages should be

marked to address in full; value of same

is required.

Consular Invoices to accompany Overland

Cargo should be sent to the Company's

Office in Sueded Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 50, Queen's Road Central.

F. E. POSTER,

Gen. Agent for China & Japan.

Hongkong, October 1, 1881. oc15

STEAM FOR

SINGAPORE, PENANG, POINT DE

GALLE, ADEN, SUZ, PORT SAID,

MALTA, GIBRALTAR, BRINDISI,

ANCONA, VENICE, TRIESTE,

SOUTHAMPTON, AND LONDON.

Also

BOMBAY, MADRAS, CALCUTTA, AND

AUSTRALIA.

N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PERIAN, and

GULF PORTS, MARSEILLES,

HAMBURG, NEW YORK AND

BOSTON.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship

ROSETTA, Captain A. E. BARKLEY, with

Her Majesty's Mail, will be despatched

from this for LONDON direct, via SUEZ

canal, on MONDAY, the 17th October, at 4 p.m.

Cargo will be received on board until

10 a.m. on the day of departure.

Parcels and Specie (Gold) at the Office

until 10 a.m. on the day of departure.

For further Particulars regarding

FREIGHT and PASSAGE, apply to the

PENINSULAR AND ORIENTAL STEAM NAVI-

IGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are

required to be declared prior to shipment.

Shippers are particularly requested to

note the special conditions of the Com-

pany's Bill of Lading.

A. MELVER, Superintendent.

Hongkong, October 5, 1881. oc17

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE, COLOMBO,

ADEN, SUZ, ISMAILIA, PORT

SAID, SYRIAN PORTS, NAPLES,

MARSEILLES, PORTS OF BRAZIL,

AND LA PLATA;

Also

BOMBAY, MAHE, ST. DENIS, AND

PORT LOUIS.

Cargo and Specie will be registered for

London as well as for Marseilles, and ac-

cepted in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted until

Noon of 23rd October.

Cargo will be received on board until 4

p.m., Specie and Parcels until 3 p.m. on

the 23rd October, 1881. (Parcels are not

to be sent on board; they must be left at

the Agency's Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, October 7, 1881. oc24

Insurances.

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

Incorporated by Royal Charter and

Special Acts of Parliament.

ESTABLISHED 1880.

CAPITAL, £2,000,000.

THE Undersigned, Agents at Hongkong

for the above Company, are prepared

to grant Policies against FIRE to the

extent of £10,000 on any Building, or

Merchandise in the same, at Current

Rates, on First Class Godowns

Reduced to 1/2 net premium per annum

from this date.

GILMAN & Co.,

Agents.

Hongkong, May 10, 1881.

YANGTZE INSURANCE

ASSOCIATION.

CAPITAL (Fully Paid-up) £1,200,000.00

PERMANENT RESERVE £1,200,000.00

SPECIAL RESERVE FUND £1,200,000.00

TOTAL CAPITAL AND AC-

CUMULATIONS, 2nd April, 1881, £3,600,000.00

Directors.

K. B. FORBES, Esq., Chairman.

W. M. BOY, Esq., W. MEYERSON, Esq.,

J. H. PINCKVOS, F. D. HITCH, Esq.,

Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:

Messrs BARRING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill.

Policies granted on Marine Risks to all

parts of the World.

Subject to a Charge of 12 % for Interest

on Shareholders' Capital, all the PROFITS

of the UNDERWRITING BUSINESS are an-

nually distributed among all Contributors

of Business in proportion to the Premium

paid by them.

RUSSELL & Co.,

Agents.

Hongkong, May 20, 1881. loc82

To-day's Advertisements.

FOR SWATOW, AMOY & FOCHOW.

The Steamship

"Kwangtung,"

Captain Young, will be

despatched for the above

Ports on THURSDAY, the 13th Inst., at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.

Hongkong, October 10, 1881. oc13

AUSTRO-HUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

AND BOMBAY.

The Co.'s Steamship

"Dido,"

Captain LAPAGE, will be

despatched on or about

the 17th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, October 10, 1881.

NOTICE TO CONSIGNEES.

S. S. "NIGATA MARU," FROM

KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above

vessel are hereby requested to send

in their Bills of Lading for countersigna-

ture, and take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge or remain-

ing on board after TWENTY, the 11th

Instant, will be landed and stored at Con-

signee's expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP,

Agent.

Mitsui Bishi Mail S. S. Co.

Hongkong, October 10, 1881. oc17

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be responsible for any

Debt contracted by the Officers or

at Canton. Mr. Ford, as we have already mentioned, goes home on leave, and his place at Pakhoi will be taken by Mr. O. Johnson.

Bad weather has been experienced at Haiphong lately. The *Kungchi* arrived to-day reports as follows:

Left the anchorage at Haiphong at 10 a.m. of 5th Oct. Weather then dark and threatening with a rapidly falling glass, in consequence of which anchored off inside the Inner Bar, at 2 p.m. with both anchors. Wind rapidly increasing in force until 7 p.m. when it blew a complete typhoon from the Eastward. 8.30 p.m. wind veering to the Southward; barometer commenced to rise, and weather rapidly improved. Next day had strong S.E. winds and high sea across the gulf. Lowest reading of mer. bar. 29.32; Aneroid 29.27. From Haiphong to port had light N.E. wind and pleasant weather. During the typhoon at Haiphong three pilot boats foundered, it is feared, with all hands. Passed a number of partially damaged junks, but they required no assistance.

THE TRAMWAY BILL.

The Special Committee of the Legislative Council on the Tramway Bill met this afternoon, and the sitting was public. The Committee has already held three sittings, none of which have been reported. There were present Hon. F. Snowden, presiding, and Hon. Messrs W. M. Dean, C. Lister, P. Byrne and F. B. Johnson.

Mr. N. J. Ede appeared before the Committee, and said that he desired to put on record his objections to the tramway scheme having the terminus where it was proposed to place this. He had a home at the Gap, (position pointed out on the map). He objected to the nuisance the tramway would prove. There would be a large number of passengers, and no doubt, in course of time a public chair-dance. Then these people were very likely to commit a nuisance and destroy the purity of the Pokokwan reservoir. The establishment of a railway station, he pointed out, would be an annoyance to the neighbourhood. There were a great many other places where a terminus could be fixed. There were some sides further eastward where the station could be more properly placed. It might be fixed beyond the house occupied by Messrs. Lane, Crawford & Co. It was, as he understood, a mere question of cost. He did not see that the Tramway Company should be allowed to come to the Gap, sacrificing the comfort and convenience of the residents to get their line made the more cheaply. He pointed out to himself, and he believed, to the other residents, would be very great. So far as the Company was concerned, it was merely a question of cost.

Mr. Johnson asked whether, in selecting the site of his house so near to the public road, Mr. Ede had not been the cause of inconvenience of increasing traffic as inevitable.

Mr. Ede said he had never anticipated a railway station being established quite close to his house.

Mr. Johnson suggested that Mr. Ede's argument simply amounted to this, that the Tramway Company should go a mile and a half out of its way to protect his comfort, and go and inflict what annoyance was inseparable from their business on somebody else.

Mr. Ede said he did not ask this. There were places where inconveniences any one. He was not in the position that anybody would be, who bought land, and went and built after the terminus was fixed. He was already established there, and he sought to bring the tramway to his door, which he objected to, and which would be a nuisance and not a convenience.

Mr. Johnson said the Company might manage to do with it taking any part of Mr. Ede's land.

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Road than he was. It was only by going fully into the subject and reading up the evidence that had accumulated at home and elsewhere as to the working of tramways that he had been convinced against his will, as he thought, that the better scheme of the two for Hongkong, for a street like Queen's Road. He quoted from the evidence given before a Committee of the House of Lords, by Mr. Patterson, solicitor, Secretary to the Edinburgh Tramway Company, one of the oldest tramways at home, and also, from an official paper regarding proposed tramways in the City of London, the opinion of an ancient authority Mr. Haywood in support of his view. The roads were quite wide enough here for a double line. A double line was much more suitable for a street like Queen's Road than a single one. The number of sidings and crossings would be a matter for the Surveyor General to decide. He was in favour of the line via Queen's Road in preference to one by the Praya, because in a typhoon or gale, the line would, if it went by the Praya, be broken up and rendered useless. On the other hand, if the line went by Queen's Road it would be passable when traffic on the Praya was stopped. Four feet six inches was ample room for a trackway to pass. That would be the width between the car and the gutter. That space was not enough for a car. A pony carriage would have to go to the other side of the road, where two-thirds of the road would be available for outside traffic. If the carriages were standing, then the track would be taken up to the other line to avoid such an obstacle, but for any sufficient cause it could be switched from one set of rails to the other.

Captain Deane expressed himself strongly against the switching of the car, and said it would be much safer if the lines were kept separate.

In answer to Mr. Lister, Mr. Danby admitted that a single line of rails would have all the advantages and none of the disadvantages of a double line system. Further extended, witness said he had never heard of an accident occurring through a man getting locked between two passing cars. He had heard of fatal accidents through men alighting and being thrown against another car or some passing vehicle, but the possibility of such an accident would be obviated by the peculiar construction of the car to be used on the Hongkong line. Passengers could only alight and enter from the side nearest to the foot-path. With regard to the section of the road opposite the cricket field, it was proposed to put the kerb stone back, so as to be in a line with the trees. Witness spoke very strongly in favour of the proposal made on behalf of the promoters of the scheme to take over and keep in repair the whole of the roads where their lines ran, the margin, to be done at the Government's cost. The Acting Surveyor General was in favour of a scheme whereby the Government should keep the whole road in repair. Mr. Danby had several objections to this plan, the weakest point of which, he said, was divided responsibility. He read a lengthy quotation from a report by a Committee of the House of Lords recommending the undivided care and responsibility with regard to the road being vested only in one body. There would be no great conflict were the Company's intentions not carried out with regard to keeping the whole of the road in order and being paid a fair rate by the Government for the upkeep and repair of the margin. Besides, the pair of the margin under the Government would be impossible to dissociate the upkeep of the Tramway line from the upkeep of the road. He pointed out that at home the tramways were formed as a rule by corporations and the working of them leased out. Here, he believed, the best plan would be that the Company keep the whole road in repair, and be paid by the Government a proportion for the margin.

After Mr. Danby had finished his evidence the Committee ran through several points which had been raised over previous proposals for discussion. Besides the great conflict over the question was discussed as to whether the Magistrate should be given the power to hear civil actions as between the public and the Company.

Captain Deane was of opinion such actions should go before the Summary Court.

Mr. Johnson supported the provision made on this point in the bill, giving the Magistrate power to deal with such cases.

The meeting then adjourned to 10.30 on Wednesday next.

ROUGH NOTES FROM JAPAN.

The young princes have been a fruitful topic of conversation in "fashionable circles" for some time past, as well as the question when they would or would not be here. It is now definitely known that the Flying Squadron cannot possibly reach Yokohama before the 25th October next. The young "sons of royalty" will be too late for the Regatta, but they will have the pleasure of witnessing the Nippon Races, if they care for that kind of sport. Great preparations are being made for their reception in Tokyo, where three handsome state carriages have been built expressly for them. His Imperial Majesty the Mikado is hurrying home from his northern tour in order to welcome their Royal Highnesses.

Lord and Lady Harris and Lord Zouche arrived here by the O. & O. S. *Belgic* on the 12th inst., and left again two days later for Hiogo and Nagasaki by one of the Mitsui Bishi steamers. They will probably return here on or before the arrival of the Flying Squadron, when it is to be hoped that their Lordships will display their well-known cricketing abilities.

Having made a remarkably good beginning in the way of Life Insurance, the Japanese are now turning their attention to Fire Insurance. A set of regulations have been drawn up by a Special Committee and business will be commenced on a large scale as soon as the Cabinet has passed the proposed bill.

There appears to have been a very serious typhoon on the night of the 13th and the morning of the 14th inst. Disasters of all kinds have been reported by ships which have arrived at this port since that date. We had it said enough here. On the 13th, many trees were blown down, and tiles were scattered in all directions. Sleep was impossible, it only for the unfortunates who were in the wind and the constant rattling of doors and windows. The typhoon was very much spoken of, as one was against the proposal of a double line along Queen's

road than he was. It was only by going fully into the subject and reading up the evidence that had accumulated at home and elsewhere as to the working of tramways that he had been convinced against his will, as he thought, that the better scheme of the two for Hongkong, for a street like Queen's Road. He quoted from the evidence given before a Committee of the House of Lords, by Mr. Patterson, solicitor, Secretary to the Edinburgh Tramway Company, one of the oldest tramways at home, and also, from an official paper regarding proposed tramways in the City of London, the opinion of an ancient authority Mr. Haywood in support of his view. The roads were quite wide enough here for a double line. A double line was much more suitable for a street like Queen's Road than a single one. The number of sidings and crossings would be a matter for the Surveyor General to decide. He was in favour of the line via Queen's Road in preference to one by the Praya, because in a typhoon or gale, the line would, if it went by the Praya, be broken up and rendered useless. On the other hand, if the line went by Queen's Road it would be passable when traffic on the Praya was stopped. Four feet six inches was ample room for a trackway to pass. That would be the width between the car and the gutter. That space was not enough for a car. A pony carriage would have to go to the other side of the road, where two-thirds of the road would be available for outside traffic. If the carriages were standing, then the track would be taken up to the other line to avoid such an obstacle, but for any sufficient cause it could be switched from one set of rails to the other.

Captain Deane expressed himself strongly against the switching of the car, and said it would be much safer if the lines were kept separate.

In answer to Mr. Lister, Mr. Danby admitted that a single line of rails would have all the advantages and none of the disadvantages of a double line system. Further extended, witness said he had never heard of an accident occurring through a man getting locked between two passing cars. He had heard of fatal accidents through men alighting and being thrown against another car or some passing vehicle, but the possibility of such an accident would be obviated by the peculiar construction of the car to be used on the Hongkong line. Passengers could only alight and enter from the side nearest to the foot-path. With regard to the section of the road opposite the cricket field, it was proposed to put the kerb stone back, so as to be in a line with the trees. Witness spoke very strongly in favour of the proposal made on behalf of the promoters of the scheme to take over and keep in repair the whole of the roads where their lines ran, the margin, to be done at the Government's cost. The Acting Surveyor General was in favour of a scheme whereby the Government should keep the whole road in repair. Mr. Danby had several objections to this plan, the weakest point of which, he said, was divided responsibility. He read a lengthy quotation from a report by a Committee of the House of Lords recommending the undivided care and responsibility with regard to the road being vested only in one body. There would be no great conflict were the Company's intentions not carried out with regard to keeping the whole of the road in order and being paid a fair rate by the Government for the upkeep and repair of the margin. Besides, the pair of the margin under the Government would be impossible to dissociate the upkeep of the Tramway line from the upkeep of the road. He pointed out that at home the tramways were formed as a rule by corporations and the working of them leased out. Here, he believed, the best plan would be that the Company keep the whole road in repair, and be paid by the Government a proportion for the margin.

After Mr. Danby had finished his evidence the Committee ran through several points which had been raised over previous proposals for discussion. Besides the great conflict over the question was discussed as to whether the Magistrate should be given the power to hear civil actions as between the public and the Company.

Captain Deane was of opinion such actions should go before the Summary Court.

Mr. Johnson supported the provision made on this point in the bill, giving the Magistrate power to deal with such cases.

The meeting then adjourned to 10.30 on Wednesday next.

Mr. Ede said he had never anticipated a railway station being established quite close to his house.

Mr. Johnson suggested that Mr. Ede's argument simply amounted to this, that the Tramway Company should go a mile and a half out of its way to protect his comfort, and go and inflict what annoyance was inseparable from their business on somebody else.

Mr. Ede said he did not ask this. There were places where inconveniences any one. He was not in the position that anybody would be, who bought land, and went and built after the terminus was fixed. He was already established there, and he sought to bring the tramway to his door, which he objected to, and which would be a nuisance and not a convenience.

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SUPREME COURT.

(IN SUMMARY JURISDICTION.
Before His Honor the Acting Puisne Judge,
J. Russell, Esq.,
Monday, Oct. 10.)

AN YOUNG CHINESE HIN C. SUI YOUNG AND ANOTHER (S900).—This was a claim for work done as an accountant. It was on the other side denied that such work had ever been done for the defendant with costs. Mr. Holmes appeared for the defendant.

Marine Court.
(Before Captain Thonnet, R.N.)
Monday, Oct. 10.

Martin McDonald, belonging to the American ship *Stonewall Jackson*, was fined \$1, or one day's imprisonment for making a row on board and using abusive language.

Macao.
(From a Correspondent.)

October 8th.
The public seems to be very much at sea just now, in regard to the do Calca case, and opinion in the Holy City is divided. That the Court of Goa has denounced the earlier proceedings as illegal is certain, but the recent appeal to the Supreme Court at Lisbon again complicates affairs. The general idea seems to be that the Lisbon process will end in a complete fiasco.

The Chinese have just celebrated the festival of 拜月十五 or "Worship of the Full Moon."

It seems to me that of all the yearly festivals this one is the most pleasing and—shall I say it?—poetical. The moon has been shining in unapproachable beauty for the last few nights, proving her self worthy of the homage paid her. The recent gale has cleared the atmosphere, so that the nights have been brilliant in consequence. I must, however, give the Chinese the credit of having most consistently done all in their power to destroy the "poetry" of the festival, by means of the breaking of the dim lanterns and the frantic fireworks. Still, the dim lanterns and the frantic fireworks have given a weird charm to the moonlit scene.

Quite a number of gentry from Hongkong have spent the day here, and though nothing of any special character is going on, except it be the auction at St. da G—'s fine residence. But stay—in delightful concordance with the Sabbatharian views of Macao, the Hayes Troupe will give a performance here this evening. The stage has been satisfactorily arranged, and I hear, although some trouble was experienced first in getting it in order. The little acrobat who had the misfortune to injure his arm the other evening in Hongkong, is still in a bad way, as the sprain was a severe one.

Later—A slight shower of rain attended the performance, but the evening was very much enjoyed by the audience. In the first half the one of the chandeliers from its fastenings, and the wind like a hurricane, gave it in every direction, to the great consternation of the audience. Luckily no panic ensued, and to the presence of mind of several gentlemen it is due that the little theatre did not take fire. The acrobat is said to have sustained no serious injuries.

China.
(Gazette Oct. 3.)

The Chinese steamer *Yen*, Capt. Deegan, from Swatow, reports a British vessel 10 miles Eastward of Taing-sei at anchor dismissed; required no assistance.

The British brig *Mentallia*, Captain J. Edwards, which arrived in port yesterday evening, was towed by the Chinese gunboat *Chin Wei*, reports that on Monday the 26th Sept. when in Lat. 31° 17' N. Long. 126° 40' E., a terrific typhoon carried away both masts, tore up the decks and did a considerable harm to the vessel. The crew were thrown on her beam ends. On 28th got towed by the S. S. *Malacca* as far nearly as Turnabout, when the havers broke; then she left us.

Our (N. C. Daily) correspondent at this port sends us the following additional particulars of the recent piracy case.—It appears that Captain Yip Foo was ordered by the Chinese of Wanchow to proceed to Lai-ken, for the purpose of ascertaining whether any pirates were in that neighbourhood. The Chinese gunboat *Chin Wei*, reports that on Monday the 26th Sept. when in Lat. 31° 17' N. Long. 126° 40' E., a terrific typhoon carried away both masts, tore up the decks and did a considerable harm to the vessel. The crew were thrown on her beam ends. On 28th got towed by the S. S. *Malacca* as far nearly as Turnabout, when the havers broke; then she left us.

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Commander landed with fifty men, admirably armed and well-disciplined, a band of the enemies, who, on seeing him, began to parley. Not heeding them Captain Yeh raised his rifle to fire; but one of the pirates fired first, and inflicted a fatal wound on the Captain, whereupon all his men precipitately fled, leaving their dying Commander to his fate. Subsequently, some villagers recovered the body and trunk of the unfortunate man when the gunboat returned to Wanchow. This disaster settled the fate of sixteen prisoners who had been previously captured. They were sent to Wanchow, where they were decapitated, their heads being sent back to the executioner, the crew of the *Chau-wei* were marched into the city to witness a sacrifice to be made to the manes of the late Commander, who they had so capriciously deserted. The ceremony took place on a public thoroughfare; the victim was a villager who had acted as a guide to the attacking party, and who being in sympathy with the pirates, was charged with occasioning the death of the Captain by misleading him in some way or other. The miserable creature was lashed to a chair, his chest laid open and his heart cut out while he was pleading for mercy. The heart was placed on a tray and laid on a table spread with the usual offerings, before which many of the Chinese were kneeling in prayer. The military and their band were then marched back to their gunboat, and the crowd dispersed. After cutting out the heart of the victim, the executioner decapitated the corpse. Captain Yeh was highly esteemed by the Chinese, and his death was carried along with it. Rumoured in the evening he had no possibility of escape. The sailor's corpse was washed up on the beach a short distance away; he had apparently tried to swim ashore. Where the vessel broke in two, one can see right in through a yawning rent which extends from the hull down to the keel. Looked at quietly from a place of security, it seems marvellous how anybody, much less women encumbered with children, could possibly succeed in safely crossing the channel between the after and forward parts of the vessel, and a horror of the breaking over her continuously. It was indeed a mercy the *Taipei* went ashore at high water, otherwise it is hard to imagine how a single person could have escaped. A rough, but sufficient, shelter has been erected within the wrecked hull, and the Chinese and other officers are comfortably provided for in the temple of a village about three-quarters of a mile away. We cannot omit mention of the extreme kindness extended both by the Japanese authorities and the people living at the scene of the disaster. The most painstaking thoroughness could suggest was promptly forthcoming; in fact the liberality of the villagers was bounded only by the limits of their ability. Such conduct cannot be too highly commended. If the weather continues fine, or a northerly wind does not occur for the next few days, everything that can be saved from the wreck will be ashore, and the cargo transferred into junks. But if a few more hours of rain bring a storm, the remains of the *Taipei* must, the first steamer purchased by the Japanese.

Work is going on briskly at the wreck of the *Taipei*, the crew being busy getting on shore all that can be saved. The cargo of coal is being transferred into small junks, which are brought alongside the wreck, and a number of spars, sails, stores, and gear have been removed to a place of safety on shore. Captain Black, who with his officers remained on the spot superintending operations, has strong hopes of preserving the main and mizen masts, which are very fine valuable spars. For a considerable time from the remains of the *Taipei*, the beach is strewn with clothing, carpets, and fittings, and a host of other articles of the disaster. We must mention, also, to the credit of the simple peasantry of the locality, that no instance has occurred of pilfering in their conduct in this respect affords a pleasing contrast to what would have inevitably happened under similar circumstances in any civilised country with which we are acquainted. The bodies of the man and apprentice drowned have been recovered. The poor boy had been clinging to the fore rigging, and when the mast went by the board he was carried along with it. Rumoured in the evening he had no possibility of escape. The sailor's corpse was washed up on the beach a short distance away; he had apparently tried to swim ashore. Where the vessel broke in two, one can see right in through a yawning rent which extends from the hull down to the keel. Looked at quietly from a place of security, it seems marvellous how anybody, much less women encumbered with children, could possibly succeed in safely crossing the channel between the after and forward parts of the vessel, and a horror of the breaking over her continuously. It was indeed a mercy the *Taipei* went ashore at high water, otherwise it is hard to imagine how a single person could have escaped. A rough, but sufficient, shelter has been erected within the wrecked hull, and the Chinese and other officers are comfortably provided for in the temple of a village about three-quarters of a mile away. We cannot omit mention of the extreme kindness extended both by the Japanese authorities and the people living at the scene of the disaster. The most painstaking thoroughness could suggest was promptly forthcoming; in fact the liberality of the villagers was bounded only by the limits of their ability. Such conduct cannot be too highly commended. If the weather continues fine, or a northerly wind does not occur for the next few days, everything that can be saved from the wreck will be ashore, and the cargo transferred into junks. But if a few more hours of rain bring a storm, the remains of the *Taipei* must, the first steamer purchased by the Japanese.

YOKOHAMA.
(Gazette.)

The University of Tokio has made a "new departure," and is now thinking, a very extraordinary one. They recently applied to the Swedish Society, British and Foreign, for a set of the writings of Swedenborg. The application has been granted and a second set was given at the same time to the Japanese Society for the Propagation of Christianity in Tokyo, which is largely used by English-reading Japanese. Now that the university has got the works of this mystic divine, what on earth will it do with them? Are there any "spiritualists" connected with that learned body? If so, we should like to see them at any time, or of their professors or pupils instituting a search after the "philosopher's stone," or of their being busily engaged in brewing or distilling the "elixir of life," it would not cause us any very great surprise.

We understand that arrangements have been made to varying the recent kerosine notification in two most material particulars. The date at which it will come into force is to be September 1st, 1892; and the flashing point is to be 115° Fah. instead of 120°.

This news will be hailed with satisfaction. But there is again a very serious change of importance, and we give the report as circulated amongst the Japanese. H. E. Sanjo is about to retire, to be succeeded by Prince Arisugawa-no-miya an Daijo-daijin. H. E. Iwakura is also said to contemplate the resignation of his office. The twelve years of arduous labour and official changes of importance, and we give the report as circulated amongst the Japanese. H. E. Sanjo is about to retire, to be succeeded by Prince Arisugawa-no-miya an Daijo-daijin. H. E. Iwakura is also said to contemplate the resignation of his office. The twelve years of arduous labour and official changes of importance, and we give the report as circulated amongst the Japanese. H. E. Sanjo is about to retire, to be succeeded by Prince Arisugawa-no-miya an Daijo-daijin. H. E. Iwakura is also said to contemplate the resignation of his office. 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Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publisher of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *China Review*, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justifies such extra matter.

The subscription is fixed at \$4.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, Eastern Archipelago, and the "Far East" generally.

A more detailed list of subjects generally which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavour is made to procure a return in each number of the contents of the most recent number bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as also the queries which, though not of a general nature, furnish new light on the subject.

It is desirable to make the queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1878, is at hand. It says that forty-two copies were sent to the printer for the best of the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and entertaining Review. It is a sixty-page, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is also worth the price of the Review.

The *China Review* (U.S.) contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as an enterprise of the Chinese community, and some remarks on its nature and objects, and of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the surrounding countries, somewhat similar to that which has been filled in India by the *Graphic* Review. The great object of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publication as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so generally represented in the first number of the Review by papers highly valuable to their respective authorities. In a paper on Dr. Legge's *Shu King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are carried by both accuracy and freshness of style, and an account of the career of the Chinese poet-philosopher of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at *Five Dollars* per annum delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the generous and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various ports in China and Japan, from Australia, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it in their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand Chinese belief and interest while on the other it deserves every aid that can be given it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,

China Mail Office.

FREDERIC ALGAR,

COLONIAL NEWSPAPER & COMMIS-

SION AGENT,

11, Clement's Lane, Lombard Street,

LONDON.

THE Colonial Press supplied with News-

papers, Books, Typing, Ink, Presses,

Printers, Correspondents, Letters, and any

European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office

are regularly filed for the inspection of

Advertisers and the Public.

Visitors' Column.

We have instituted as an experiment a Visitors' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum.—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Poddar's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.,—Prayn, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MAC- EWEN, FRICKEL & CO.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, ... 10 cts. Hour, ... 20 cts.

Three hours, ... 60 cts. Six hours, ... 70 cts.

Day (from 6 to 6), One Dollar.

To VICTORIA PEAK.

Single Trip.

Four Coolies, ... \$1.00

Three Coolies,85

Two Coolies,70

Return (direct or by Pok-foo-tum).

Four Coolies, ... \$1.50

Three Coolies, ... 1.20

Two Coolies, ... 1.00

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, ... \$0.60

Three Coolies,60

Two Coolies,40

Return (direct or by Pok-foo-tum).

Four Coolies, ... \$1.00

Three Coolies,85

Two Coolies,70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coolie.

(12 hours) Gap, ... \$0.60 each Coolie.

Licensed Bearers (each).

Hour, ... 10 cents.

Half day, ... 35 cents.

Day, ... 50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900

piculs, per Day, ... \$2.00

1st Class Cargo Boat of 8 or 900

piculs, per Day, ... 2.00

2nd Class Cargo Boat of 600

piculs, per Day, ... 2.50

2nd Class Cargo Boat of 600

piculs, per Day, ... 1.75

3rd Class Cargo Boat or Ha-kan Boat of 800

piculs, per Day, ... 1.00

3rd Class Cargo Boat or Ha-kan Boat of 800

piculs, per Day, ... 1.00

Sampan.

One Hour, ... \$1.00

Half-hour,20

After 6 p.m., ... 10 cents extra.

Nothing in this Scale prevents private agreements.

PERMIT COOLIES.

Scale of Hire for Street Coolies.

One Day, ... 35 cents.

Half Day, ... 20 "

Three Hours, ... 12 "

One Hour, ... 5 "

Half Hour, ... 5 "

Nothing in the above Scale to affect private agreements.

WASHING BOOKS.

(In English and Chinese.)

WASHBURN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Hongkong Rates of Postage.

(Revised July 1st, 1881.)

In the following Statements and Tables the Rates are given in cents, and are for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Expresses Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritania, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Dutch, Netherland, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route.

Letters, 10 cents per 4 oz.

Books, Patterns, &c., 8 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns, &c., 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom.—

Letters, 10

Registration, None.

Newspapers, 2

Books & Patterns, 5

West Indies (Non Union), Bolivia, Costa Rica, Nicaragua.

Letters, 30

Registration, None.

Newspapers, 5

Books & Patterns, 5

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 10; via Gallie, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, and Ascension, via London, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

A small extra charge is made on delivery.

There is Regulation to British W. India Islands, 10 cents.

LOCAL POSTAGE.

General Local Rates.

Letters, 10 cents.

Books, Patterns, &c., 8 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns, &c., 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Union Countries.

Letters, 10

Registration, None.

Newspapers, 2

Books & Patterns, 5

West Indies (Non Union), Bolivia, Costa Rica, Nicaragua.

Letters, 30

Registration, None.

Newspapers, 5

Books & Patterns, 5

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 10; via Gallie, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, and Ascension, via London, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

A small extra charge is made on delivery.

There is Regulation to British W. India Islands, 10 cents.

LOCAL DELIVERY.

1. All correspondence posted before 5 p.m. on any week day, or addressed in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mail.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Directories, Warrants, Invitations, Cards, &c., of all the same weight, to addresses in Hongkong, Shanghai, or the Ports of China, may deliver them to the Post Office unattended, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

5. The public is reminded that, there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fancy Cards, Articles of Dress, Fancy Wares, and similar presents are continually being refused, the senders having often spent more in Postage than have paid the freight by sea or air. No parcel can be made of such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

Local Parcel Post.

1. Small Parcels may be sent by Post at Book Rates between any of the Ports (Ports in China or Japan, as well as to Macao, Pakhoi, Singapore, Penang, and Malacca). They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The parcels may be wholly closed if they bear this special endorsement, PARCEL, containing no letters, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Glass, Liquids, Explosive substances, Matches, Indigo, Dye-stuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mail, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, unless Registered.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold, silver, jewels, precious articles, or anything that as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows: Books and Papers to British Office, 5 lbs.; to the Continent, &c., 4 lbs. Patterns to British Office, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the latter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of a person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more valuable or fragile articles such as portraits, watches, handily bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.

1. Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, South Australia, and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and vice versa.

2. Small sums may be remitted between the other Ports by means of Postage Stamps, subject to a charge of one per cent. for cashing them.

3. Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4. No order must exceed £10, or \$50, or include any fraction of a penny, nor will more than two such orders be issued to the same person, in favour of the same payee, by the same mail. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrives.

The commission is as follows:—

Orders on the United Kingdom.

Up to £20, ... 18 cents.

" £20 to £50, ... 36 "

" £50 to £100, ... 54 "

" £100 to £200, ... 72 "